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THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Captain Wm. Cumming, last year in the Vienna, will take command of the Sparta this season.

Captain W. W. Morse, last year in the Smith Moore, will sail the schooner Edward Kelley this season.

Captain John Law, of Detroit, has purchased the schooner Home from Jex et al., of Port Huron.

Captain Wm. McKay was in the city Monday. Last season Captain McKay sailed the Evening Star between Toledo and Detroit.

Captain Robert H. White, of Detroit, will sail the Smith Moore this season. Last season be was master of the barge J. W. Farwell.

Captain Bush Jones has bought an interest in the Raleigh and the Lucerne, her consort, and will command the Raleigh this season. Captain Jones sailed the Sparta last season.

At the Globe drydock the schooner Helena, in addition to the repairs noted last week, will receive a new main deck, and the Sparta and Havana will get some fitting out repairs. The tug Helene has been provided with a new rail.

The Iron Trade Review, which has, under the management of Messrs. Day & Carter, come to be one of the best trade or class papers published in the country, has been removed to the Coal and Iron Exchange building, the change being necessary in order to secure increased facilities for their business.

Mr. W. B. Scott, who has made a tour of the southern States, taking in the World's Exposition, has returned to the city in good health and spirits. He will go into the marine insurance business, with his father, and the firm name will be W. B. Scott & Son, the firm of Scott & Berriman having been dissolved.

The schooner Venus, Captain A. Carter, which lies at the foot of Superior street, has received extensive repairs during the winter, under the direction of Captain Carter, consisting of eighteen new frames aft and twelve forward, part new bilge keelson, and part new floor, new covering board and inside bulwarks, new foretop mast, square sail and rathy, and thoroughly refastened. She will go on Smith's drydock as soon as she can be moved, for thorough calking. These repairs will aggregate about $1,200 and raise her rating to straight A2.

Captain Goodwin, of the life-saving service, has been ordered to get his crew into form for active duty. The number of his men has been reduced to seven. Three new men will go into the crew. So far as is now known the crew will consist of Lawrence Distal, John Eveleigh, George Lyon, William Goodwin, August Bender, and a Cleveland man who was a sailor last year in the revenue cutter Perry. Joseph Goodroe, who was a member of the crew last year, has been transferred to Oswego station, which is nearer than Cleveland to his home.

GRAND HAVEN.

An unknown propeller off this port is supposed to be the Michigan, which has been out over three weeks, and is still surrounded by ice. The tug Arctic is trying to cut through the ice, which is again forming in the harbor, to go to the Michigan's assistance. Nothing is known here of the Oneida's whereabouts, but she is considered safe, with plenty of provision and fuel.

BUFFALO.

Special to the Marine Record.

Captain Jerry Sweeney has resigned the command of the New York State tug Queen City, which he has commanded for two years past.

C. Turner is having his meat market, at 15 Ohio street, fresh painted and calcimined, ready for the coming season, when he hopes to meet many of his old friends and patrons who require the inner man supplied with some of the best at reasonable prices.

Captain Chas. McMillan returned to this city on Saturday, from Chicago, where he has had J. Kelderhouse's steambarge Queen of the West loaded with 40,500 bushels of corn at 4 cents per bushel.

Geo. W. Tifft, Sons & Co. have just finished a steel boiler 5x9 for C. F. Dunbar, contractor, to go on one of his dredges. They have also built a steel boiler 3 feet 6 inches by 8 feet 4 inches, for Bell & Co., of Sandusky, for their tug Wilcox; also, one 5x8½ for Dr. Brownlow, of Ogdensburg, for his steam yacht, and an improved upright boiler of about eighteen horse-power, with steam space above the upper tube sheet, for a steam yacht for parties at Ogdensburg.

William Hingston & Son, yacht and boat builders, are having a new boat-building shop erected, 36 feet long, 18 feet wide and two stories high, between the foot of Jersey street and Porter avenue. They are about to build a new steam launch 28 feet long, 4 feet beam and 3 feet deep, for John Hickler, contractor. She will be run by a two-horse power, Shipman oil engine.

The following appointments of captains for the Union Steamboat Company's line have been made by General Manager Bullard: New steamship Tioga, Captain Samuel Shannon; steamship H. J. Jewett, Captain W. Robinson; Propeller Rochester, Captain J. W. Moore; New York, Captain J. B. Hall; Avon, Captain A. A. Phelps; Portage, Captain John Byrne; Starucca, Captain L. Green; Waverly, Captain J. Hulligan; Dean Richmond, Captain F. Provost, Newburg, Captain Wm. Fletcher; James Fiske, Jr., Captain M. Lake; B. W. Blanchard, Captain James Pratt; Nyack, Captain Robert Rhynas; St. Louis, Captain Wm. Thorne, and Arctic, Captain G. W. Bryce.

At the King Iron Works the machinery for the new steel steamship Tioga is being completed. They are compounding the engines of the steambarges Kershaw, Keystone, and Colwell at this port, and the Enterprise at Port Dalhousie. A new 9-foot wheel has been supplied to the steambarge S. C. Hall, a 10-foot wheel for the Minneapolis, has been shipped to Milwaukee, and a 9-foot 3-inch wheel for the Westcott at Marine City.

Hingston & Woods, contractors, have contracted with the city engineer of Buffalo for the city dredging. In consequence of the cholera scare the city authorities have deemed it best to send the dredged material three or four miles down Niagara river. As a current of eight miles an hour has to be contended with, this change has doubled the cost of dredging. The contractors say they will have to use six scows where before they only used two, in order to perform the work with any expedition. They claim, as do many others in Buffalo, who are qualified to judge, that the change of dumping grounds was altogether unnecessary and absurd.

Hingston & Woods, contractors, Buffalo, have contracted with the United States government for dredging the west channel at Dunkirk harbor to the depth of 13 feet. For 1,600 feet the channel is to be made 100 feet wide, from the outer end to the lighthouse red spar buoy number 3; from the same buoy to the docks, or for about 1,200 feet long, the dredging will spread out in a fan-shape, from the 100-foot channel, to 800 feet. The amount of material to be removed is 37,000 cubic yards, the work to be commenced before the 15th of May next. This work principally consists of clearing the west channel, a number of boulders having fallen from the side of the cliff into the channel, rendering it dangerous. The same firm will also repair 100 feet of the west end of the east breakwater. The work will be done under the supervision of Major L. C. Overman, of Cleveland.

The Buffalo and Lake Erie Excursion Company's pleasure steamer Perriwinkle, which came out last season, is at the Union Drydock Company's yard, where she is to receive a new upper deck and other improvements that will tend to make her a first-class pleasure boat in every respect. Her engines are to be altered to low pressure, and it is safe to say she will run at least fifteen miles an hour when this change is made. It is intended to place her on the Niagara river ronte, same as last season, running to all pleasure resorts and to near-by ports at the lower end of the lake, as occasion requires. By adding a new upper deck her small boats, rafts and other life saving apparatus will be removed from the promenade deck, giving more room for passengers. She was permitted to carry 725 people last year, and as it has been demonstrated that she is entirely seaworthy and thoroughly equipped in every respect, no doubt she will be licensed to carry 1,000 persons. Her officers have not yet been appointed, but they will be in a few days. Last year she carried many thousand passengers without accident of any kind. T. W.

CLAYTON.

Special to the Marine Record.

Captain Samuel Shannon vessel inspector from Buffalo was in town to inspect all the vessel hulls in port.

Mr. Bert Brooker has received his appointment as second engineer on the steamer Escanaba, the same steamer he was in last year.

Mr. Walter B. Allen also has received his appointment in one of the western lines.

Within the recollection of man Lake Ontario was never before frozen over. Where the lake is sixty miles wide there stretches a field of ice, but no man has dared to cross. In other winters the lake froze only in sheltered slips along the shore, and a strong east wind would break up what is to-day a frozen sea.

F. E. Gilman president of the Thousand Island Steamboat Company, says the company's boats are being prepared for the opening of navigation, and that notwithstanding all rumors to the contrary they would run as usual next season in opposition to the Richelieu Company and in connection with the usual railroad system. The steamer Rothesay and Prince Arthur made their head quarters at Clayton and connected with the Niagara Falls express.

We have a large boat factory here that turns out some of the finest fishing boats that float fresh water, for their workmanship and fine finish, for durability, safety and fine sailing quality. Mr. A. Bain proprietor and manager, sends these skiffs to all parts of the United States. Pleasure seekers who come to the summer resorts on the St. Lawrence all use these boats. They all use patent folding centreboard, which is a great improvement over the old way; they are arranged to go under the seat out of the way and have three fans folding together when shut up in the box. The oarsman can by a little lever at his command lower his board to suit. Mr Bain has over one hundred of these boats in use at different parks on the river.

It will be good news to the many friends of Captain M. D. Estes, to know that he is to command the steamer St. Lawrence the coming season. The captain has gained many friends among the traveling public all of whom will be pleased to know of his retention as master of this splendid steamer.

Captain Geo. Sweet owner of the steamers John Thorn and J. F. Maynard, will soon commence to paint and fitout his steamers. The captain intended to build a new steamer to take the place of the Maynard this winter and had his timber all out and some of the frames made but the big fire at Carthage last fall burned his house and all the timber he had got out for his boat. He will probably purchase one, or build the coming fall. B.

ERIE.

Special to the Marine Record

As Erie is so unfrequently mentioned in your lake news columns, I will venture to furnish you with a few items which may serve to dispell the idea that we are all "laid up" at this port. The severe weather has, in a measure, prevented many repairs from being made to vessels wintering here, but the milder weather of the past three weeks has called out the ship carpenters and calkers in force. Fourteen of the latter from your city are here in the employ of Mr. W. J. Bates who is doing all the repair work to Anchor Line propellers quartered here. The propeller Delaware is being calked inside and out. Propeller Arizona, Gordon Campbell, Clarion and Philadelphia, are also in for their share in the general overhauling. The schooner Gifford is also receiving needed repairs, Mr. Bates having the contract. From now on till the opening of navigation business in this line is expected to be brisk. We hope by the above to show that Erie is not entirely dead, and that it offers facilities for making repairs, equal to any lake port of its size, on the chain of lakes. R. F. Bo.

WINDSOR.

The argument on the question of priorities of claims against the tug Bob Hackett, came up on Thursday, the 19th inst., in the judge's chambers, Judge Horne presiding. The judge held that the claims for wages and for salvage should first be paid. It was contended by D. Dougall that the most recent contracted debts against the vessel should be paid prior to older ones. It was urged on the other hand by Messrs. McHugh & Hanna that the Maritime Court of Ontario has no jurisdiction in cases of claims for necessaries and supplies; and that the fact that the necessaries were supplied in Michigan, where they constitute a maritime lien, did not give the parties any locus standi in this court. It was thereupon agreed that as none of these claims were strictly maritime liens the parties should share pro rata on whatever surplus remained after the wages and salvage claims were paid in full.

Vesselmen

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MARITIME LAW.

THE NEW HAMPSHIRE—ADMIRALTY JURISDICTION—CONTRACT TO CARRY CARGO AND MAKE SALE—FAILURE TO ACCOUNT—LIABILITY OF VESSEL.

District Court, E. D. Michigan, January 12, 1880.

In admiralty, On exceptions to lible for breach of contract.

The libel set forth the shipment on board the schooner New Hampshire then lying at Presque Isle, and bound to Detroit, of a cargo of cedar posts, which the master, who was also the owner, agreed to carry to Detroit, and there dispose of, and pay the proceeds of the sale to the libelant, for a freight of one dollar and seventy-five cents a cord to be retained from such proceeds; that the schooner arrived at Detroit, with her cargo, which the master sold at five dollars a cord, but has never yet delivered or accounted to the libelant for the proceeds of the same. To this libel claimant excepted for want of jurisdiction.

John C. Donnelly, for libelant.

George E. Halliday, for claimant.

Brown, J.

The gist of the action in this case is the receipt and misappropriation, by the master, of the proceeds of the cargo. As he was owner, as well as master, there can be no doubt that he is liable in some form of action. The real question is whether the contract to carry the posts, to sell them, and return the proceeds, is a single, inlivisable contract, and that a maritime one; or whether, in fact there are not two contracts; one as master to transport the cargo, and one as a factor to sell the same, and account for the proceeds. In this case one of these contracts would be clearly maritime, the other not. If it were a simple case of a contract to deliver the cargo to a consignee named, and to collect from him the freight charges and advances, together with the price thereof, and after deducting the freight to pay to the libelant the balance, and such a contract were shown to be usual and customary in the trade which the vessel was engaged, I should find little difficulty in holding it to be an entire maritime contract, for which the vessel would be liable. This was held to be the law in the case of the Hardy, 1 Dill. 460; and also by the learned judge for the districts of Mississippi in the unreported case of the Emma. In delivering his opinion in this latter case, Judge Hill drew a distinction between cases where the master of the vessel contracts to deliver goods to the consignees to whom they had been sold, and collect and bring back the price thereof to the shipper upon a C. O. D. bill of lading, and cases where a cargo is delivered to a vessel upon a contract with the master that he shall convey them to some market, and there sell them for the account of the owner, and return the money to the shipper. In the one case the collection of the money is regarded as a mere incident to the carrying and delivery of the cargo; in the other, the master is vested with certain duties as the agent, not of the owner of the vessel, but of the owner of the cargo. This contract to make sale of the cargo is entirely outside his duties as master and is a service in no sense maritime. I find this distinction sustained by a great weight of authority, although there are two or three cases in which a different conclusion seems to have been reached.

In Kemp v. Coughtry, 11 Johns, 107, the master received a quantity of flour to be carried to New York, and sold in the usual course of such business, for the ordinary freight. The flour was sold by the master for cash, and, while the vessel was lying at the dock, the cabin was broken open, and the money stolen out of the master's trunk while he and the crew were absent. It was held that the owners of the vessel were answerable, though no commissions were allowed beyond the freight for the sale of the goods and bringing back the money. But the opinion of this case was apparently put upon the ground that, after the receipt of the money and its deposit upon the vessel, the master became as much of a common carrier of the money as he had been of the cargo, and stood in the same position as if he had exchanged this cargo for another, and laden it on his vessel to be carried to the original port of departure. It was held that it made no difference whether the return cargo was in money or in goods. It will be observed the breach was not for a failure to account for the proceeds, but for a loss occuring after they were placed on board the vessel.

In the case of Harrington v McShane, 2 Watts, 443, the facts were substantially the same, except that the vessel and money were accidentally burned on the return trip. The court held the vessel liable upon the express ground that she was as much a common carrier of the money upon the return trip as she was of the outward cargo, and drew a distinction between the acts of a master as a common carrier and a factor: "On their arrival at the port of destination, and landing the flour there, this character of common carrier ceased, and the duty of factor commenced. When the flour was sold, and the specific money, the proceeds of sale, separated from other moneys in the defendant's hands and set apart for the plaintiffs, was on its return to them by the same boat, the character of common carrier reattached. The return of the proceeds by the same vessel is within the scope of the receipt, and of the usage of trade as proved, and the freight paid may be deemed to have been fixed with a view to the whole course of the trade, embracing a regard for all the duties of transportation, sale, and return."

In a subsequent case in New York (William v. Nichols, 13 Wend. 58) the court held that where the master of a vessel is also the consignee of the cargo, he stands in the relation of agent to two distinct principals; in the stowage of the cargo, its safe conveyance, and delivery, he is the agent of the ship owner; but in its sale and accounting for its proceeds, he is the agent of the consignor; and in such case, where the owner receives only the freight, and the master commissions upon the sales, and the master neglects to account for the proceeds, an action will not lie against the owner. This case, except in the fact that the master received a commission, is directly in point. See. also, the Waldo, Davies, 161; 2 Pars. Shipp. 21; the Robinson, cited in 1 Brown, Adm. 221; Peck v. Laughlin, 21 Alb. Law J. 94.

In Emery v. Hersey, 4 Me. 407, the court held the owner of the vessel liable, as well for the payment of the proceeds to the shipper as for the safe transportation of the goods; it being shown to be the usual course of business for goods shipped on freight to be consigned to the master for sale and return. This case, however, is practically overruled by Stone v. Waitt, 31 Me. 409, in which the court held that in making the sale the master was acting in the distinct character of supercargo. The earlier case is nowhere quoted in the opinion, but I find it difficult to reconcile the two.

In Moseley v. Reed, 2 Conn. 389, the master signed a bill of lading with the knowledge and assent of the owner, in which the master was named as the consignee, and it was held obligatory upon the owner, who thereby became the consignee as well as the carrier of the goods, and liable for them to the shipper; but the chief justice, in delivering his opinion, appears to put his conclusion upon the ground that the owner assented to the bill of lading, whereby the master was charged with the responsibility of selling the property and accounting for the proceeds.

While there are some intimations in these common law cases that would seem to support the theory that under certain circumstances, the owner might be liable for the acts of the master in selling the goods, there are none of them which decide this point, except the early case in Maine, which is practically overruled by the subsequent case in the same state. The cases of the Waldo, the Emma, and the Robinson are the only ones in which the point seems to have been discussed in the admiralty courts, and all of them are adverse to the position assumed by the libelant here. The case of Monteith v. Kirkpatrick, 3 Blatchf. 279 is not in point. I think, upon authority as well as upon reason, the libel does not show a case within the jurisdiction of the court. If it had appeared that the master had received the proceeds of the sale, and taken them aboard the schooner for the purpose of carrying them back to the original port of departure, and in the course of the return voyage they were lost, the liability of a common carrier might be held to reattach; but there is no allegation of this kind in the libel. I think the court has no jurisdiction in the case, for the reasor that the contract of the master to sell the goods and account for the proceeds was not maritime.

The libel must therefore be dismissed, but without costs, as the want of jurisdiction appears upon the face of the pleadings.

A POSSIBLE WAR SHIP.

LOCKPORT, N. Y., March 9.

Editor of the Marine Record:

DEAR SIR:—The article from the London Post, in your issue of the 19th ult., is one of great significance. "Ships of war for the future." This is a vital question, and it is all in the dark. In my contributions I have touched upon principles differing in all of their essentials from any heretofore used. The principles that I have spoken of will answer the question asked in your article: "What shall we substitute?" The ironclads, which now constitute the navies of the world, are of no practical value, either for the protection of the coast, or for that of commerce; also, for rapid transports they are of no account. This causes it to be patent that something different must now be had, hence this lament and protest from the London Post. I again say that the question asked, "What shall we substitute for these gigantic, armored, floating, tumbling machine?" is a vital one of the greatest importance. But I will ask, does the suggestion offered to the question in the article meet the needed requirements? To me it is apparent that it does not, from the fact that it seems to suppose that the form of the vessel will be as heretofore. The change must be a radical one, and an entirely different principle than has at yet at any time been in use, and such as will give a perfect sea going vessel, one that will be at home in the roughest weather. She must have great speed. To get this she must be in weight as light as possible. Her speed will be her best weapon of defense, and with it she will evade both the ram and the torpedo. Also, her power, if she possesses it, to run in rough water, especially in the troughs of the waves, will enable her to keep out of the way of both. Her wheels must be so located that they cannot be reached by an enemy; also, her steering gear must be in the same condition. It probably will not be possible to prevent a vessel at anchor, or in running up or on a river, from attack from torpedoes, but they can be so built that they can not be sunk with them, by one or several explosions. It will be a work of time to destroy one, if built right. Convoy, or transport, will be mainly the work of the future war ship. For the transport of troops she will need large, well-ventilated quarters, and to be ventilated by natural ventilation. This she can have. To get the best of speed, and at all times, she must be steady, and not roll or pitch. These vessels must have auxiliary sails, and in times of great favorable gales can then run hundreds of miles with the steam shut off, and at the highest speed. The question will be asked, "Can such vessels be built. I answer, "Yes, and without the aid of Alladin's lamp." On the contrary, all aid will be derived from common sense. science, the same as was the cantilever bridge, thrown over the Niagara chasm. Mother Science is man's best friend. Beseech her to aid in the construction of a safe ship, and a war ship that can defend us. To do this proof will and must be had. To get this some other element than the one that has been wrong for ages back will be required. It is an old saying, that there is a right way and a wrong way, and that the wrong way always comes first. The countless thousands which have been caused to mourn afford the most ample proof of this great wrong way. The theory of naval construction is now, and was at the beginning, fundamentally wrong. There have been two other elements at work adding to this wrong. One, and a powerful one, has been the sailors' prejudice, "ship shape." To such an extent has that been carried that it has now become an adage, in speaking of anything that is just right, to say that it is "ship shape." This prejudice, for ages, has kept back improvents. Improvents, did I say? It is not possible to improve the present form of vessel. Truth, science, common sense and humanity call for a radical change, a life saving improvement the direct opposite to that which has been and now is in vogue. The other element is fancy, fashion and ease (comfort) in still water. This has been another of the demons which has caused so much human misery and loss of life and property.

The fastideous eye of taste and fashion, (senseless fashion,) now stands at the head. Hogarth's lines of beauty to blend and harmonize, with each other, is one of the maxims of the age. But before absolute safety can be attained the hard, iron hand of science must stand at the head, and hold all in abeyance. She will give the vessel a shell, and a hard one; one shaped and proportioned to meet the motions and forces of the elements, and a degree of buoyancy which will always float her above the pinnacle of the waves. Again, the question will be asked if science can do this? Science has built the cantilever bridge over Niagara chasm, and, if appealed to, will build a safe ship. Congress should make the appeal, so that it can hold the key to naval construction, the same as in any other works of science. The question will no doubt be asked, Does it not now hold the key? It is plain to be seen that it does not, as it acts under the advice of an advisory board. Also, the farce of an investigation, held several years ago, on the construction of the United States steamer Tennessee, which ended in disgust, laid bare this fact, and no light could be had on this subject, and this gives further evidence on this head. All answers received from science will be direct and to the point, also be understood by all educated men. Science gives to all and every detail of a ship its object to perform, and to all detail parts of a vessel a relation to each other, and combines them all in one great whole of strength, safety and comfort; also, imparts to it the greatest powers for utility.

This is the fundamental of this wave subduing theory. In the three years that I used the yacht Future no wave ever profaned that command. I have many times had her out in rough weather, beating to windward, in company with craft much larger than the Future, on which the waves would break over their weather bows and drench their decks from end to end, and not a drop of spray would fall on the Future. In one of the most violent tempests that had passed over Boston in many years the Future was moored in one of the most exposed positions with several craft of about her size. She was the only one left afloat. I had a clear view of her when the tidal wave struck her, and she lay as steady as a rock, and not a drop of the wave fell on her. I had one other view of her through a rift of the storm, and she was laying steady, with the water around her like a boiling pot, and all broken up. One yacht, a sloop, which lay near her, went over endwise, her captain escaping out of the cabin and going on shore on the roller of the wave. There was much loss of life in the path of the tempest. One yacht was driven down backward and the owner lost his whole family. We had her out in many squalls and gales, as I have spoken of in other contributions. The incidents experienced on the Future would fill a volume, and some day will be of interest. I now only use a few of the noted ones, in the way of comparison, to get vessels on the principles of the Future. A beginning should be made by Congress calling together a board of scientists. I am aware that this would be something new, and that no precedent can be found for such a move. But we are now at a standstill, and all old methods of ship construction and form have failed to meet the exigencies of the times. We must now ask the bulk of the educated naval opinion to stand aside and make room for science. She offers no opinion, none of her dictates are ever mooted, all of them are positve commands, and only one way, to be right. Why should not science be supreme in naval construction and the principles which govern it, as in all other constructions? The forces and the motions of the ocean are all of them caused by physical laws. These come directly under the ken of science, and science is the only guide to provide a counter to the physical motions of the ocean. All of the opinions ever given can not effect this. No artist judgment has any weight. The moan of the London Times fully confirms this view. For a navy we need cheap, light ships, such as can be produced rapidly when needed, also a class or kind of ships which will not need special experts or special materials. If we were now suddenly forced into a war we could, with the facilities of our country, soon be in possession of more than 100 competent ships, built at our large manufacturing places, or towns, on the seaboard, lakes, and along our rivers. One of these ships three hundred feet long would not draw over five feet of water when she was launched, and to load her down to ten feet would require 2,000 tons; and to load her down beyond that depth would take greatly increased ratio of weight, as her reserve of buoyancy begins at that point.

This gives barely a synopsis of the advantages of the new theory. But it can be seen at a glance, that with these truths established in a legitimate manner we need not borrow any more trouble about a navy, and a cheap one. This should be so promulgated as to bring it home to the consideration of Congress. The experience of the English nation in the war of the Soudan

must have the effect to open the eyes of the world to what kind of vessels will be needed to meet the requirements of coming events, and our nation should not be behind. We have now lost our shipping in consequence of our intestine war, and have constituted England as the carrier of our ocean traffic. Our capitalists withdrew their money and have invested it in developing the vast resources of our country where it has paid them much better than it did on the ocean, and they will not now take the chance of competing with England. We now have no shipping, while England has covered the ocean with her fast steamers. We can regain it only through a war. We shall never need large ironclads for an aggressive war on foreign nations. What we will need will be light, rapid running cruisers to cripple the commerce of England, in case of a war with her. She is now weak in that class of ships, and the times admonish us that we should be strong. We should have at least one hundred or one hundred and fifty. With such ships we could soon deplete England of her great fleet of steamers. Her commerce is now her life. Our life lies in the great natural resources of our country, and we shall soon be a world by ourselves, while England is in "spots," all over the earth. We can live, ships or no ships. For commerce England must have ships. She cannot connect by rail. And in case of war we must have war ships to pick them up.

Yours truly,

JOSEPH W. NORCROSS.

THE ST. LAWRENCE TRAVEL.

Mr. F. E. Gilman, President of the Thousand Island and Montreal Steamboat Company, has arrived from New York. During his stay in that city says the Star, Mr. Gilman attended meetings of representatives of a number of American roads connected with the Vanderbilt system, by which running connections will be made between that system, and the Canadian Pacific and the Thousand Island Steamboat Company.

"How is it," Mr. Gilman was asked, "that the president of the Richelieu & Ontario Navigation Company intimated that his line now controlled all the railroad connections you had last year?"

"That is easily explained," said Mr. Gilman. "Last year the boats were controlled by Hon. Gregory Smith, President of the Central Vermont railroad, and naturally were run in the interest of that Company, the Grand Trunk, and the Rome & Watertown. Now the boats have changed hands, they are under different control and will be run in the interest of the Canadian Pacific railway and its numerous connections with the New York Central, the Michigan Central and the entire Vanderbilt system. The connections are greatly superior to those of last year, and in fact control all the best passenger traffic from New York, the west and the south, as well as that over the Canadian Pacific."

"What new connections have the Richelieu Company obtained this year?"

"They may have the Rome & Watertown from Niagara Falls and the Central Vermont through the White Mountains. It gives us, in fact, the best route over the South Eastern Railway to the White Mountains, and will give us the best class of passenger traffic."

On the street it is said that the boats of the Thousand Island Company are now owned by Hon. J. G. Ross, of Quebec, and by Mr. F. E. Gilman, of Montreal.—*Kingston News.*

ASHLAND ORE DOCKS.

An Ashland dispatch to the Duluth Herald says: The most important improvement scored for Ashland since it was first settled is the location here of the immense ore dock of the Milwaukee Lake Shore & Western railroad. This dock is said by Engineer Barr, who has charge of its construction, to be the largest ore dock in the world. It is, at any rate, the largest in the chain of lakes or in the United States. A large force of men are now at work upon it, and three logging camps and two saw mills are busy getting out timber for it. The dock will be 1,400 feet long. It will contain 234 ore-pockets, each with a capacity of thirty tons of ore. It will rest upon 7,000 piles, which will be cut to the water line. The dock to the base of the superstructure, will be filled solid with slabs and stone. The pockets will be fitted out with a new patent hoisting gear and steel spouts, and be first class in all its appointments. It is estimated that any one vessel can be loaded in four hours. The dock will draw twenty feet of water when completed, sufficient to float the largest boat which will ever be able to enter the lake through the Sault canal. The dock will cost when finished about $285,000.

The amount spent at Ashland during the year on buildings was $210,775; on railroads, $370,500; on water works, $65,000.

The Northern Pacific railroad is nearly completed from Superior to this place. Only four miles of track and two bridges are yet to be built, and by January 10 the company will be able to run its trains into this city.

The Milwaukee, Lake Shore & Western, road is pushing its way toward the city rapidly, and by June 1 citizens will celebrate its completion.

Duncan & Francis have put in a logging camp three miles south of Penoka Station on the line of the Wisconsin Central railroad, where they will bank on the track upwards of 3,000,000 feet of "ton timber" and saw logs. The "ton timber" will be shipped to England via Quebec next season. The pine is of the very best quality and most of the saw logs will be cut into British deal by our mills for the same market. Thirty men are already in camp, and the crew is to be increased.

PORT ARTHUR BREAKWATER.

Everything is activity at the scene of the Port Arthur breakwater construction. The building of this immense structure is going on like clockwork. A place for every man and every man in his place is the prevailing rule. While a number are employed one place hewing and preparing the timber others are putting them together, while again others may be seen filling the cribs with rock, with teams working in and out among the large pile of timber, hauling it into position for the men. Everything looks like business. As we have mention before the contract of Messrs. Duncan McDonald & Co. is for the construction of two thousand feet of the breakwater, being two-fifths of the entire construction. The remainder has not yet been let. The contractors intend sinking only five cribs this winter, the remaining fifteen cribs to be put down next summer. Of these twenty cribs twelve have been completed or nearly so. Six cribs are on the shore in readiness for being towed into position when the ice leaves the bay. Three cribs have been sunk. The first one is filled with rock to the water, the second nearly filled, and the third will be done early next week. The other two cribs will be ready for filling in ten days. It takes in the neighborhood of one thousand yards of rock to fill each crib to water level. The superstructure will be commenced next week.

There are employed about 175 men and thirty teams on the work altogether. This, of course, does not include about seventy-five men employed getting out the timber, or twenty teams hauling it to town. The average wages paid is about $1.75 per day, therefore, including the price paid for the teams, at least $500 per day is paid out for wages. If the weather continues soft, of course the force will have to be increased so as to hurry the work along before the ice breaks up.

People who say—and there are quite a few of these croakers—that the construction of this breakwater, is of no benefit to the people of Port Arthur don't know what they are talking about. With such a large sum of money being paid out every month to the workmen, the benefit to all classes is great. Where would such a large number of workmen have found employment if the work had not gone on? And the work will not stop until the whole breakwater is completed, two or three years hence.

The rock for filling the cribs is being taken from the dump of the rock cut below Current river, about two and a half miles distant. To-day twenty-three teams are hauling. Each team makes six trips a day, and hauls about a yard and a half of rock at a load. It will take about four weeks longer hauling to fill the five cribs. The teams form quite a procession between the breakwater and Current river.

Mr. Thomas Tretheway is superintendent of construction for the company, and Mr. W. Dickson inspector of timber. Mr. Wm. Murdock is the government engineer, under whose superintendence the work is being carried on. Mr. W. H. Davis is government inspector of timber. Not a stick of timber is allowed in the construction but what is perfectly sound.—*Sentinel.*

A MODEL BOAT.

Go away from home to learn the news is an old and somewhat true saying. From a late issue of the London Advertiser we clip the following item: "Captain W. Pritchard, of Fort William, Lake Superior, has perfected the model of a lake boat which he claims will run three or four miles per hour faster than any now in operation, without any more power being used. Another great advantage claimed is that this boat will stand any weather. This style of craft should be popular." The last boat Captain Pritchard sailed, we believe was the steamer Severns, of one of the north shore lines, and he lost her early in the season. Perhaps this set him at work to find out how a boat could be built to "stand any weather," Captain Pritchard planned and built the little steamer Three Friends, on the Kaministiquia, and afterwards sailed her for two or three years. The model of the Friends was a very good one, and she could stand a pretty good sea. We are pleased to learn that the captain will now have a boat to stand any kind of weather.—*Port Arthur Sentinel.*

LOGS AND LUMBER.

The lumber returns for the State of Michigan for the season of 1884 show the following figures: Saginaw Valley, 1,004,997,853 feet; Lake Huron shore from Tawas to Cheboygan, 495,937,079 feet; Manistee river and tributaries 639,952,568 feet; other points on the western side of the state, 399,793,037 feet; mills on various railroad lines, 789,032,775 feet; making a total in the lower peninsula of 3,567,235,987 feet; the total cut in the upper peninsula was 608,163,229 feet, making a grand total for the state of 4,175,339,216 feet. The total shingle cut for the lower peninsula was 2,724,577,300 shingles; upper peninsula, 121,323,750 shingles; making a total for the state of 2,845,841,050 shingles, of which Saginaw, Manistee and Muskegon rivers produced one-half. The amount of lumber reported on hand in the lower peninsula at the close of 1884 was 1,419,161,355 feet; in the upper peninsula, 120,913,665 feet, making a grand total of 1,540,075,020 feet.

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Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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Dimensions of hull 65 feet over all, 16 feet beam, 8 feet hold, and measures 46 tons with 7 feet draft; can be made 6 feet draft. The engine, 18x20, is in first-class condition, with all new brasses, new rings in cylinder and turns a six-foot wheel, which was new last season. The boiler is one year old, is large enough to burn wood or coal and is allowed 100 pounds of steam. Price $4,500, and must be sold inside of thirty days. Address MARINE RECORD OFFICE.

COMMISSIONER OF NAVIGATION.

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Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*1 25 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Accom via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Express		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	*6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†8 10 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†8 20 P M
No 5, St Louis Ex via Sandusky	†12 05 P M	12 50 P M
No 9, Chi Pac Fx via Norwalk	*6 10 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham- Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

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Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.		LV.	AR	GOING WEST.	
	A. M.			P. M.	
.....	7 50	.....	Chicago	7 50	.....
.....	9 45	.....	Valparaiso	5 42	.....
	P. M.				
.....	1 50	.....	Fort Wayne	1 50	.....
.....	2 05	.....	New Haven	1 35	.....
				A. M.	
.....	3 56	.....	Leipsic	11 30	.....
.....	4 49	.....	Arcadia	10 34	.....
A. M.					P. M
6 50	5 00	.....	Fostoria	10 22	8 50
7 35	5 45	.....	Green Springs	9 44	8 05
8 15	6 20	.....	Bellevue	9 10	7 35
10 49	9 02	AR	Cleveland LV	6 45	5 01
P. M.					
12 05	.....	.....	Painesville	.....	3 44
12 58	.....	.....	Ashtabula	.....	2 51
1 42	.....	.....	Conneaut	.....	2 20
2 41	.....	.....	Erie	.....	1 23
					A. M.
4 19	.....	.....	Dunkirk	.....	11 24
					A. M.
5 55	.....	AR	Buffalo LV	.....	9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEWIS WILLIAMS,
General Manager. Cleveland, O.

BEE LINE.

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, November 23, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart
No. 3, Columbus, Cincinnati & Ind Ex	9:00 A M
No. 23, Galion & Wheeling Express	6:50 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:50 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*12 25 P M
No. 27, Galion & C. L & W. Acc	3:30 P M
No. 29, Massillon & Ulrichsville Ex	4.30 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhricsville & Massillon Ex	8:55 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind.. Cin. & Col. Ex	*4:45 P M
No. 22, Galion Acc	9:20 A M
No. 26, Wheeling Accom	4:15 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agt., CLEVELAND, OHIO.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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Articles, letters and queries on all subjects are solicited.

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MARCH 12.

CAPTAIN JOHN CORNWELL, recently appointed superintendent of Moffatt's tug line, at Port Huron, is an instance of what a sailor may accomplish in that line of profession by sobriety and strict attention to duties. Captain C. is of Welsh origin, and commenced his career as a ship carpenter at Marine City. His first sailing was on the tug Dart, beginning as deckhand and ending as master, on the same tug. Afterward he was master of the tugs B. B. Jones, Wilcox, Bob Anderson, and U. S. Grant. He was three years in the tug Frank Moffatt, then bought an interest in the tug Castle and sailed her two years, towing barges in the ore trade. He purchased an interest in the steambarge Tecumseh, and commanded her two seasons. He is yet in the prime of life, a church-goer, married a minister's daughter, is the father of five children, and has a daughter married. Captain C. is popular with the vessel men, a trifle independent, yet, withal, a man of nerve and strictly reliable. We wish him success in his new appointment, for which he is so well qualified.

WE are under obligations to the Goodrich Transportation Co. for courtesies which will make our summer vacation very pleasant, if rates rule high enough to permit us to have such a thing, and we hereby thank the gentlemanly officials of the line for their kindness.

The Dominion Government has promised another grant to dredge the river in front of Sault St. Marie.

PROBABLE CAUSE OF COLLISION.

In another column will be found a letter from a steamboat man, which gives good reasons why the turning of the wheel to move the rudder should be the same on all vessels, steam and sail. Use and habit come to us all like second nature, and long usage of a set custom prompts an action which, under the circumstances that caused its adoption would be right and proper, while at other times it would be fraught with danger and destruction. Some years ago it was discovered that the terms larboard and starboard, applied to the respective sides of a vessel, sounded so much alike when given in a tone of command that a change became necessary and the word larboard was eliminated and port substituted, the change doubtless proving beneficial to the vessel owner and master. Thus, it is evident that old customs can be improved upon, and such being the fact there is no reason why the present difference in the steering appratus of ships should not he made to conform to the same rule, especially as it will not involve expense. Therefore, we bring the matter to the attention of the Supervising Inspectors and respectfully urge, at the earliest moment, action looking to the correction of a great evil in conformity to the above facts.

DIVIDED AGAINST ITSELF.

We regret to see the feeling of jealousy evinced in the Duluth Chamber of Commerce regarding the work of the board of directors of that body. Judging from the inclination of the chamber to curtail their sphere of action, we can not but form the opinion that the directors have been wise in their conception of the proper things to do, energetic in their action and successful in the manner of accomplishing what they have undertaken. It seems, however, that there are a number of moss-backs, (if we may be permitted to apply a political term to a body of business men, who have evidently grown up on the shady side of the tree,) who have looked jealously upon the popularity attending the efforts of the very able and disinterested board of directors, and who now think the directors should not move without being authorized by the entire chamber. These dissatisfied people should be transplanted to the sunny side of the tree. It is just now of the greatest importance to lake commerce that Duluth business matters should be conducted in a business-like way, and that every facility for the improvement of her harbor should receive the undivided support of the men concerned in the growth of the city and the quick dispatch now more than ever necessary to lake transportation. A number of years ago this mode of moving a whole organized body in order to move one man to do something was permissable, but at this day it is to be hoped that we have outgrown this ponderous action. A legislative body, composed of several hundred people, is apt to be unwieldy, and with its many notions, pro and con, the benefit sought to be obtained by immediate action will have disappeared before the sense of the association can be obtained or the measure acted upon by the entire body. It is therefore evident that a body governed in such a way can not fulfill its mission and must be considered of no consequence by the people in whose interest it is supposed to work. Therefore it has been considered an utter impossibility for any legislative body to take quick and efficient action except through a system of standing committees, or, as in the case under consideration, a board of duly constituted directors. In carrying forward our national and municipal affairs we have committees and sub committees, and we are, in fact, governed, in a measure, by the work of these committees, as they report favorably or unfavorably upon the matters referred to them, it being tacitly acknowledged that they have analyzed and reported according to their convictions as to the greatest good to the greatst number. If the Duluth Chamber of Commerce has been misled in its estimate of the qualifications of the gentlemen whom it has named as directors, it is but testimony that in its ponderous action it can not be considered infallible in its wisdom. But if the present dissatisfaction and internal strife is prompted by jealousy of the power and popularity that has been delegated to a number of its members, the sooner an amicable settlement is made, the better for the prosperity of the city, as a "house divided against itself can not stand."

THE RUDDER.

CHICAGO, March 9.

To the Editor of the Marine Record:

DEAR SIR:—In this week's RECORD "Steamboatman and Subscriber" strikes the nail on the head when he says the manner of turning the wheel to move the rudder should be the same on all vessels and steamers. He says he has adopted the vessel style. So have I, and so, I think, have a large number of steamboatmen. But enough use the old cross-chain, sidewheel steamboat style to make it a matter of interest to the inspectors to give us all only one mode of handling the rudder as long as it is done with a wheel. It is not necessary to explain the evils that can result from the present use of two systems. It is plainly apparent to all marine men.

The damages arising from a mixed code of engine signals have been confined to property alone, because accidents of this kind happen in crowded harbors, or where lives can be rescued. But in the many appalling disasters which have happened on the great lakes who can tell how often lives have been lost from a mistake being made in turning the wheel, and sending boats that are from necessity passing closely crashing into each other. It is a startling subject for contemplation, and I think, with a continual changing of crews, as is the case with lake craft, it is to a large extent accountable for some of the alleged mysterious collisions that are happening every year. The supervising inspectors did a praiseworthy action when they gave us one code of engine signals; let them now compel all boats to steer alike. I will not trespass further on your space, but hope this important subject will not be lost sight of.

Yours truly, J. H.

THE FIRE FEEDER.

CAIRO, ILL., March 9.

Editor of the Marine Record:

I am out of employment and what is more I am broke, or nearly so, and all in one week, owing to the failure of that confounded patent firing machine. The day the fellow put it on it worked splendid, and when he offered me fifty dollars for my testimonial as to its merits I was only to tell the boss it was a magnificent invention. But after the first day it commenced to let down, and fine chunks of coal kept falling down the exhaust pipe, until I got the heater plum full of coal. I went to the patentee and told him about it and asked him to fix the thing, and he laughted at me and 'lowed he'd paid me to run the thing "and now," says he, "you run it, for I have done got my pay for it." So Mr. Editor here I am, down hearted and sick. But I have learned a good lesson, I will never let any fellow bulldoze me that way again. I tell you, I never left a place faster in my life than I did when the boss found out the thing was a failure, for his kentucky blood was boiling, and you bet I did not wait to see it cool off, either, but I took a bee line for Cairo. If you see Mr. Doty, please say to him that I am sorry I did not take his advice in Cincinnati, and if he will let me I will call on him some day in Cleveland, for I am going east from here.

The National Association of Engineers did well to reelect Mr. Doty National Treasurer for the tenth time, for his steadfastness of purpose and uprightness in character, has made his name greatly beloved of the entire engineering profession. I was once up in Minnesota, and met one of the old weather beaten marine engineers, who had been farming so long that he mistook his plow handles for the reversing levers, and his planter for a surface condensor, but who said there were two men he wanted to see, one was President Arthur and the other was R. Doty, so to satisfy the old gentleman I gave him my card with R. Doty, 291 Clinton street written upon it and after he had recovered from his emotion he gave me an invitation to stay a week with him, so you see I got the benefits of the association though not a member of it.

In my last letter in my mention of the boilers of a stern wheel boat I wrote five flues, instead of "forty-five" as printed.

THE SECOND ENGINEER.

ST. LOUIS.

Special to the Marine Record.

The week just past has been very warm and pleasant and the river front has taken upon it the air of returning business. During the suspension of navigation business accumulated so fast that there is a lack of tonnage, which however will soon be obviated. The lower country boats are all out, and the Alton packet is also doing her daily work. One line has commenced operations in the lower Missouri, although the ice has not let go very far up as yet. Jenkens & Sass, will put the Fanny Lewis, in the Kansas City trade the later part of the week, commanded by one of the old timers.

The new side wheel steamer being built by the Howard's at Jeffersonville, Ind., for the Anchor Line will be ready by April 1st, when she will steam around to this city for the fishing touches. The steamboat men from this port are all sanguine of a good seasons work, though necessarily slow in starting. The upper Mississippi, is open only a short distance above here. J. H. H.

WE are under obligations to the Secretary of the Interior for a copy of volume 8 of the census report on the shipbuilding industry of the United States. The work, which has been prepared by Special Agent Hall, shows great care and an amount of knowledge that can be acquired only by one conversant with this industry.

DETROIT.

Special to the Marine Record.

Frosty nights and thawy days has been the state of the weather hereabout thus far in March. The ice, from Sandwich Point to Lake Erie, is as defiant as at any time during the winter, and until a high wind sets in, may be expected to remain thus for some days to come.

The propeller City of Dresden, which has been moored at Windsor during the winter, came over to this side on Friday, which is the first movement here of the season, outside of the regular ferries.

The lighthouse steamer Dahlia was brought down from winter quarters, on Saturday, to the Detroit drydock, to have some needed repairs done to her upper works. Her commander, Captain McKenzie, has arrived from Buffalo to superintend the work.

The steamer Alaska, of the Detroit and Sandusky route, is being painted up in elegant style to be in complete readiness for business, which is the first and only move in that line thus far this spring.

A vessel owner and, until recently, a skipper, yesterday offered to bet another man that no craft would be able to reach Duluth from the lower lakes before the 10th of June. The latter declined the challenge amounting to one dollar, so that settled it.

Captain Keith, of the firm of Keith & Carr, of Chicago, was in this city on Saturday, attending to matters of business,

Captain Phineas Kenyon, erstwhile of the steamer M. D. Ward, who has been burrowed at his home on the St. Clair river, paid us a short visit the latter part of the week, with no news to communicate aside from that two of his neighbors, while in bed one of the recent cold nights, had their ears frozen. Now Captain K. knows what he is talking about, so that this statement may be taken in or out of season.

Mr. John Craig, shipbuilder at Trenton, has in process of construction a vessel for J. H. Prentiss & Co., of East Saginaw, the keel of which is already laid, with stern and stern-post in position. The dimensions are 165 feet keel, 32 feet beam, and 12½ feet hold. It is expected she will be completed in 65 days from the time of laying the keel.

The tug W. B. Castle, in my last communication, was included in Mr. Moffatt's line, which I have since been informed is not the case.

Captain Grummond's line of steamers will this season make their landings at the foot of First street, from Ashley & Mitchell's dock.

The machinery of the defunct tug Phœnix, burned last season, will be transferred to a new hull now building at Wallaceburg for Hiram Walker, of this city, and will be devoted to various purposes.

Ward's Lake Superior Line will be composed this season of the following steamers: To Lake Superior, steamers St. Paul, Osceola, S. F. Hodge and Northerner; between Buffalo and Green Bay, steamer Toledo and one other not yet designated. The appointments for these boats have not as yet been made public, though they probably will not vary much from last year, save in one or two instances.

The query has not unfrequently been raised in the past, as well as at the present time, "Why have we no fast steamers on our lakes and rivers, no Mary Powells, which, it is claimed, makes her twenty miles per hour with ease?" This same question was propounded the other day, in a shipyard office, where a lithograph of the famous Powell is to be seen. In response, I was informed that steamboat owners hereabout were unwilling to pay for such an expensive production, that what is required here is a boat of fair speed, not too expensive and to make money, whereas the Powell's running expenses were enormous. Here, where there are rough waters and hard times, the idea could not for a moment be entertained. The foregoing was the basis of the reply; yet there are others who, perhaps, can enlarge, or bring it down to a proper equilibrium. Yet, it must not be forgotten that there were fast steamers on the lakes in the olden time. There was the Illinois, Captain Charley Blake, which made her first trip in the fall of 1838, and astonished the marines far and near by making twelve miles per hour, and was pronounced a "human boat," and of which the following anecdote was related in those days:

"Did you see the steamboat Illinois?" was asked a live Hoosier the other night.

"Often—sailed in her."

"Well, Stranger, she's a human boat, I tell you; goes it a living streak. That boat can beat the chain lightning and give it six on a string!"

"The Cleveland can beat her," said we.

"I'll tell you what, Stranger, I'll strip off and bet you my shirt that she'll beat her ten miles in a thousand. If she won't I'll eat a cord of rattlesnakes with their heads on. Why, she's got an engine that would shake the kinks out of eternity. I tell you she's a human boat."

So we gave it up at that.

It is intimated that the two steamers to be built next season, as mentioned recently in the RECORD, are to be of great speed, and possibly come up to the twenties above spoken of, without undue expenditures in running. During the season of 1856, and several subsequent seasons, there were several fine floating palaces on the lakes which, with comparative ease, made their twenty miles per hour.

Mr. Linn, the well-known Gibraltar ship builder, has taken up his residence in this city, visiting his home here between Saturdays and Mondays. Otherwise, he is in constant attendance at the scene of his labors.

There are all manner of conjectures as to the probable opening of navigation and the ensuing season's business, but they may all be considered as idle gossip in various lounging places, and about as correct as the usual weather reports we receive, which, in rare instances, can be relied upon.

The steamer Manitoba, which it was expected would be sold some days since, has not yet changed hands. J. W. H.

DULUTH.

Work on the raising the City of Winnipeg progresses finely and she will probably be on the surface Saturday night.

The Mary Martini will be thoroughly overhauled this spring, the work commencing next Monday. A new roof will be built over her deck to make her more comfortable for passengers.

Thomas J. McAfee, captain last season for McLean Bros' tug Hope, will sail her again this summer. He will get the craft in readiness and will probably bring an engineer with him.

Steam was gotten up in the tug Alice Campbell for the purpose of pumping the water from her hold. The pressure of the ice during the winter pulled the oakum from the seams in the hull and allowed the water to flow in.

The following appointments for the several tugs and steamers in the harbor were furnished by the office of Williams & Upham as far as known by them: Eliza Williams, Captain Walter Burns; engineer, A. E. Robinson. F. L. Danforth, Captain James Cole; engineer, Peter Dube. J. H. Upham, Jr., Captain John Glover; engineer, Lewis Gage. John Martin, Captain Eli Jacques; engineer, Fred Bushmann. John A. Paige, Captain Ira Coburn. Alice Campbell, Captain Campbell. J. H. Eviston, Captain Ed. Smith. T. H. Camp, Captain Anotine Paul. Isle Royale, Captain Edgar Brown, last season of the Mary Martini. R. G. Stewart, Captain James Sullivan. Dove, Captain J. J. Stover. A large number of the above officers take their places the same as last year.—*Herald.*

OSWEGO.

The Times and Express says the Oswego longshoremen's union has adopted the following schedule of prices for 1885: Canada lumber in vessels and barges of 300 M. capacity and over, 25 cents until September 1st; vessels and barges under 300 M. capacity, 20 cents until September 1st; vessels and barges carrying 300 M. and over, after September 1st, 30 cents; vessels and barges carrying under 300 M., 25 cents, after September 1st. Michigan lumber in vessels for entire season, 30 cents; Michigan lumber in canal boats, 20 cents; shingles, 4 cents; lath, 5 cents; hemlock and all other ties, 2 cents; timber, board measure, 35 cents; telegraph poles, 5 cents a piece, stave bolts, 25 cents per cord; hop poles, $3.00 per M.; headings, 15 cents per M.; hard wood, 30 cents per M.; hour work in yards at yard prices; hour work in vessels per hour, 60 cents; blocks, per cord, 30 cents.

The schooner Sam Flint, owned by W. W. Tyler of Buffalo, has been sold to Gilchrist & Richardson, of Alpena for $15,000.

MILWAUKEE.

Special to the Marine Record.

There has not been much change among the vessels here since I wrote you last, owing to the cold weather.

The Chester P. Jones, was towed to Smith's elevator and loaded, also the schooner Sweetheart to the same elevator.

The schooner Georger was loaded some time ago, but owing to the cold weather, was not able to be moved until last Monday.

The tug Welcome has been two days in breaking the ice away from the schooner Pathfinder, and towed her to the elevator to load, as the ice was very thick. The Pathfinder has laid at Wolf & Davidson's main yard all winter, where she has received some slight repairs.

The schooner R. B. Hayes, lying at Wolf & Davidson's main yard, with a cargo of wheat, is leaking so badly that the pumps have to be brought into requisition twice a day to keep her free. It is altogether probable that a portion of her cargo will be found to have suffered damage from moisture.

Another craft now leaking badly is the steambarge Northerner, lying in the North Menominee river. Constant watchfulness and frequent pumping keep her from filling.

A slight leak has developed in the stern of the steambarge Minneapolis, lying in the slip south of Wolf & Davidson's main yard.

Since the breaking of the ice along the west shore the tug John Evenson, has made an ineffectual effort to reach and recover a gang of fifty nets set prior to the freeze-up. The open water line is now over twelve miles off this port.

Captain Muir, of the propeller F. & P. M. No. 1 has recovered from the effects of a second amputation, to which he was compelled to submit near the close of navigation, and is now in command of the propeller Jay Gould, with Captain Clark again serving under him as first mate.

Wolf & Davidson have concluded to build another fish tug, a perfect counterpart of the one now on the stocks for Racine parties. James Sheriffs will furnish the machinery and boiler. The new tug will be on the market for a purchaser.

Launches will soon be in order at Wolf & Davidson's yard, the schooner Arthur, formerly G. C. Trumpff, and the new fishing tug are about ready for the ways.

The tug John Evenson, which has been working here all winter, was laid up last Tuesday to undergo a general overhauling and fitting out with new fenders and galley and cabin, so as to be ready for the spring opening.

The repairs on the wrecking tug Leviathan's boiler were completed on last Thursday and the boiler was put back in its place.

The schooner Joseph Page was towed to Smith's elevator, to load, from her winter quarters.

The tug Welcome was on Wolf & Davidson's drydock Thursday, having some new plank put in her bottom where the ice cut through the planking some days ago while she was trying to thaw out the city feed water pipe.

The fishing tug G. R. Green, which has just completed her rebuild at Wolf & Davidson's main yard, was towed to the derrick and had her boiler placed in her.

The steambarge Nahant, which has had a double deck put on her at the Milwaukee shipyard, presents a very different appearance to what she did last fall.

Among the recent arrivals from the sunny south, in the marine list, is the special car which left here twenty-five days ago, with F. C. Maxon, N. O. Parker, of the Independent Tug Co., and both looking well after their visit; also Captain O. Greenhalgh, who reports a very pleasant time and a host of interesting things at the World's Fair.

There has been a new club organized in Milwaukee for the benefit of marine skippers, and all who are not members are cordially invited to send in their application for membership.

The steamer Wisconsin, of the Detroit, Grand Haven & Milwaukee line, arrived from Grand Haven on the 8th, having left that port Saturday night. This is the first boat to arrive from the east shore for the month. She sighted several steamers fast in the ice, one supposed to be the Oneida, two days out from Grand Haven; another was the City of Ludington, which has been fast in the ice in mid-lake for twenty-two days. The Wisconsin reports but six miles of clear water from shore to shore. X.Y.

CHICAGO.

Special to the Marine Record.

The following claims have been allowed by Judge Blodgett: Wm. Keslinski vs. propeller Buckeye; decree for $760.87 vs. proceeds, and ordered that the amount be paid out of proceeds of sale. Frank Williams & Co. vs. same; decree vs. proceeds for $400. O. W. Shipman, et al., vs. same; decree for $1,029.01 vs. proceeds. John Fitzpatrick et al., vs. same; order that decree herein for wages for $728 75, and marshal's fees, $356.33 be paid out of proceeds.

Judge Williamson heard and decided the case of the City of Chicago against the schooner Queen City, of Buffalo. This was an attachment suit to recover $358 for damages done to the Adams street bridge in May 1882. The court held that no attachment would lie under the laws of the State of Illinois on a vessel plying any other waters than those in this State. An appeal was taken by the city.

The Vessel Owners' Protective Association met last Saturday afternoon in the arbitration room of the Board of Trade. J. S. Dunham was called to the chair, and stated that the object of the meeting was to elect directors for the ensuing year, but as there was no quorum present it could not be done. On motion the meeting adjourned subject to the call of the president.

The case of the New York, Lake Erie and Western Railroad Company, against Daniel Butters, involving several legal questions in regard to the shipping of wheat on through way bills, which was on trial recently before Judge Gresham, and was to have gone on, was cut short by the court ruling that the Union Steamboat Company, which first took Butter's wheat was the real party taking the contract to forward the grain to Glasgow and not the railroad company, which received it from the steamboat company. Hence the evidence of Butters on his cross-claim was excluded and the plaintiff was forced to take a non-suit.

The following vessels have been chartered and loaded during the winter:

		Bushels.
Schooner	Thomas L. Parker, flaxseed	44,000
Schooner	Annie M. Peterson, flaxseed	42,000
Schooner	C. C. Barnes, wheat	34,000
Propeller	D. M. Wilson, wheat	31,000
Schooner	Manitowoc, wheat	34 000
Schooner	John B. Merrill, wheat	41,000
Schooner	Angus Smith (Kingston,) corn	52,000
Schooner	Emma C. Hutchinson, corn	52,000
Schooner	S. H. Foster, corn	45,000
Schooner	D. E. Bailey, corn	48,000
Propeller	Queen of the West, corn	40,000
Schooner	Lizzie A. Law, corn	36,000
Barge	Wayne, corn	48,000
Propeller	I. H. Farwell, corn	53,000
Schooner	H. W. Sage, corn	53,000
Schooner	David Stewart, corn	35,000
Schooner	City of Green Bay (Collingwood,) corn	24,000
Propeller	Argonaut (Sarnia,) corn	54,000
Schooner	Scotia, corn	60,000

All craft whose port of destination is not otherwise stated are loaded for Buffalo. The City of Green Bay receives 2¾ cents to Collingwood, and the propeller Argonaut 2½ to Sarnia.

The Chicago board of marine underwriters have adopted trip rates on grain until otherwise ordered from Chicago as follows: Class A—To ports on Lake Michigan, 40; on Lake Superior, 75; on Lake Huron, Sarnia, and Detroit river, 50; on Georgien Bay, 60; on Lake Erie, 60; on Lake Ontario, 75; to Ogdensburg, 80; to Montreal, 1 per cent. Add 20 per cent on B 1 vessels.

The annual tug war promises to open up strong this season, although it will be conducted in a more systematic way and it is thought that individual vessels will have a better chance with the regular steamboat lines than they have generally obtained. The J. S. Dunham Wrecking and Towing Company has been fully organized with a good list of tugs and the company is out with a card about three feet square. There is a good deal of dissatisfaction among some tugmen because their bids for the work were not accepted, and they declared that they will discriminate as much in favor of vessels as the lucky bidder for the propeller towing has in favor of propellers. Of course this will precipitate a tug war between the principle tug lines, and a good deal of cutting will undoubtedly be done.

Vague rumors about a railroad was have had a tendency to weaken opening freight rates, and it is said that the railroads are concentrating cars ready for the opening of navigation.

There is no way to predict rates on lumber, as there is now on the market much more than at this time last year, although the cut has been quite as large as the two preceeding years, and freights will be governed by those on grain and ore.

A change important to insurance men was made in the management of the Boston Marine Company about January 1. Mr. T. H. White, who for several years was western manager of the company, resigned, and George L. McCurdy and Captain George W. Franklin were appointed managers in his stead. Captain Franklin will have sole control of the wrecking operations of the company, and will devote most of his time to that branch of the work when there is any of it to be done.

The Inter Ocean says as yet no hull or cargo pools have been established, and consequently there are no rates to guide vessel owners. In the early part of the winter shippers paid $1.25 per $100 on grain loaded in vessels for spring delivery, but since that rates have dropped to 75 cents and there is a fair prospect that they will go still lower when navigation opens. Hull rates will probably be maintained though at about last year's figures. Most underwriters are firm in their opposition to accepting cargo risks in vessels of lower rating that A2, and they will most likely be tabooed all this season, thus keeping them out of the grain trade altogether.

Vessel agents say that the inquiry for vessels is getting brisker every day, and they think that every available craft in the harbor will be taken by the first of April. The latest charters have been made on a basis of 2¾ cents per bushel of corn to Buffalo, and about 2⅛ cents to Sarnia. It is thought that this rate will not decline any before the season opens. The following is a list of the latest charters:

		Bushels.
Propeller	Calumet, corn	70,000
Propeller	Roanoke, corn	57,000
Schooner	A. C. Cobb, corn	63,000
Schooner	J. S. Fay, corn	56,000
Schooner	S. C. Pomeroy, corn (Sarnia)	27,000
Schooner	F. L. Danforth, corn	50,000

The schooner Cobb got her charter through the fact that several tugs failed in an attempt to break the schooner D. P. Rhodes out of the ice in central slip. The propeller Roanoke has been lying in the harbor nearly two years.

The Chicago Seaman's Union met Tuesday evening at No. 49 West Randolph street, President Richard Powers, in the chair. The chief business of the meeting was the election of a president of the Toledo branch, who is chosen by the nine branches of the union on the lakes, each branch voting on the same day. The votes of the Chicago branch were given to Andrew Forbes and Joseph Cosgrove. A resolution was adopted expressing regret at the resignation of Dr. Truman Miller, of the United States marine hospital, and extending the good wishes of the union to the retiring doctor for his services in behalf of the seamen.

GREEN BAY.

The schooner Reed Case has been towed, through a channel cut in the ice to Cargill's elevator to load 25,000 bushels for Buffalo. The rate is 4 cents.

J. K. Post & Company have sold the steambarge Thomson Kingsford to Mr. Henry Pauley of Milwaukee, the purchase price being $5,500. The Kingsford will be put in the wood trade from Green Bay to Milwaukee piers. Mr. Pauley is an enterprising business man and thinks he can make the Kingsford pay.

ASHLAND.

The Ashland Press of February 28 says that the contract for the iron work for the ore dock was let last week to the Ajax Iron Co., of Chicago. The contract embraces all the iron plating and steel spouts. It will aggregate 250 tons.

The Barker and Waubun have been withdrawn from the Wisconsin Central R. R. arrangement and the steamer City of Green Bay substituted. She will carry about 200 tons of freight, and has accommodations for 400 passengers. The route will be Ashland, Bayfield and Washburn.

A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold. Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by J. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,500. Address MARINE RECORD OFFICE.

HISTORY OF LAKE NAVIGATION.

Written for the Marine Record:

BY J. W. HALL.

CHAPTER VII.

The Griffon being safely moored in the river and the time approaching for the commencement of her western voyage, Hennepin, in order to ascertain the feasibility of taking her up the Niagara into Lake Erie, was dispatched on a reconnoissance. Accompanied by a single Indian in a bark canoe, he twice poled up the rapids as far as the lake, sounding their depths and estimating their force. He reported that no difficulty existed in the undertaking if the Griffon should be favored with a fresh north or northeast breeze. Soon after the vessel was completed she sailed up the eastern side of Squaw Island, overcoming the current with her sails alone. She dropped anchor below Squaw Island in ten feet of water, two and a half miles from the lake, where she could ride secure in any weather.

Hennepin now repaired to Fort Frontenac for the purpose of obtaining from his brethren there some companions to aid him in his proposed mission to the great west. Leaving the Griffon at her anchorage, he descended the river by canoe, with two assistants, as far as the landing just above the Falls. From thence they carried their canoe over the portage, and launching it again at the foot of Mountain Ridge, proceeded to Lake Ontario. Here they found the brigantine which the Sieur de la Forest had brought from Fort Frontenac. After spending a few days at the mouth of the river in trading with the Indians, they sailed for the fort. The seasickness of a party of squaws, who embarked with them to save a journey of forty leagues by land, to their village, rendered the voyage quite disagreeable, particularly to Father Hennepin, who emphatically expresses himself as quite disgusted with his fellow voyagers. After touching at the mouth of the Oswego river, where they traded with the Iroquois, exchanging brandy for furs, (a proceeding strongly condemned by Hennepin), they crossed the lake and landed on Gull Island, called by Hennepin "Goilaus," one of the group which lies off Point Traverse in the eastern end of Lake Ontario. This island was so named from the gulls that frequented it in great abundance. They deposited their eggs in the sand and left them to be hatched by the sun. Hennepin states that he gathered and carried away a large quantity, which relished well in omelette. On arriving at Fort Frontenac Hennepin was welcomed by his Franciscan brethren. Two of the order Gabriel de la Ribourdi and Zenobe Membre were chosen to accompany him in the memorable voyage of the Griffon. On the 27th of May, while the party were at Fort Frontenac, LaSalle, in recognition of the services of the Franciscans, conveyed to the order eighteen acres of land bordering on the lake, near the fort, and about one hundred in the adjacent forest. He also decreed, by virtue of his authority as governor and proprietor of the fort, that no other order should be established in its vicinity.

After visiting the neighboring indians, the Franciscans embarked in the brigantine for Niagara. They landed first at the mouth of the Genesee river, where they traded with the Senecas, purchasing furs and supplies with guns, knives, powder, lead and brandy, the latter being the most in demand. Hennepin secluded himself from these detractions by retiring some distance into the woods, where he built a bark chapel for religious observances. while they were thus delayed LaSalle arrived, at the end of eight days, on his way to the Seneca village. On reaching the latter he made some presents to attach the Indians to his interests and to counteract the prejudices which his enemies had secretly excited against him. These negotiations detained them so long as to prevent their reaching Niagara before the 30th of June.

On the 4th of July Hennepin and Sergeant la Fleur set out on foot to rejoin the Griffon. They visited the great cataract on their way, and stopped at the stocks where the vessel had been built, and which Hennepin locates at six leagues from Lake Ontario. While resting there two young Indians seriously incommoded the father by slyly appropriating all their provisions. Here they found an old bark canoe much dilapidated, which they repaired as well as their conveniences allowed. In this, with extemporized paddles, they risked the voyage up the Niagara and were cordially welcomed on board the Griffon, still swinging at her anchor in the current below the rapids. A party of Iroquois returning with prisoners from a western foray, visited the ship on their way, and were struck with amazement that the material for her equipment, including such large anchors, could have been brought up the rapids of the St. Lawrence. "*Gannoron!*" they exclaimed in their astonishment, an expression in their language for wonderful. Leaving instructions with the pilot not to attempt the ascent of the river, Hennepin returned to Niagara on the 16th, and brought up the brigantine in which they had come from Fort Frontenac as far as the great rock, and anchored her at the foot of the three mountains. The munitions of war, provisions and rigging with which the brigantine was loaded were now carried over the portage by the crew, aided by the Franciscans, involving many a weary and painful journey of two long leagues. Father Gabriel, sixty-four years old, went up and down the three mountains three several times with remarkable activity and endurance. It required four persons to carry the largest anchor, but a liberal distribution of brandy encouraged the men and lightened their labor.

The transportation of their effects being thus accomplished, all repaired to the outlet of Lake Erie, and waited for the sailing of the Griffon. Hennepin took advantage of the delay to make another visit to the Falls, in company with LaSalle and Father Gabriel. He was so charmed with the fine scenery, the abundant fishery and the beauty of the river that he proposed to LaSalle to found a settlement on its borders. By this means he claimed the Indian trade could be monopolized, and at the same time the interests of religion be promoted. But LaSalle was in debt, depending, for the liquidation of his liabilities, on the furs he expected to realize from the far west. This consideration, coupled with an intense desire to explore the interior of the continent prevented his listening to the entreaties of Hennepin.

Everything being ready for the voyage several fruitless attempts were made by the Griffon to ascend the rapids into Lake Erie. The winds were either adverse or too light. While thus waiting part of the crew cleared some land on the Canadian shore and sowed several varieties of garden seeds. "This," says Hennepin, "was done for the benefit of those who should be engaged in maintaining over the portage the communication between the vessels navigating the two lakes." They discovered some wild *chervil* and quantities of Spanish garlic (*roscarnble*) growing there spontaneously. The crew had been reduced by leaving Father Melithon and others at the stocks above the Falls. A portion of the remainder encamped on shore, to lighten the vessel in its attempts to stem the rapid current. Divine service was daily observed on board, and the preaching on Sundays and festival days could easily be heard by the men on shore. On the 22d of July Tonty was sent forward, with five men, to join a company of fourteen, who had sometime before been ordered by LaSalle to rendezvous at the mouth of Detroit river.

[*Continued next week.*]

THE SIZE OF OUR LAKES.

The latest measurement of our fresh water seas are as follows:

The greatest length of Lake Superior is 335 miles; its greatest breadth is 160 miles; mean depth, 688 feet; elevation, 627 feet; area, 82,000 square miles.

The greatest length of Lake Michigan is 300 miles; its greatest breadth, 108 miles; mean depth, 690 feet, elevation 506 feet; area, 23,000 square miles.

The greatest length of Lake Huron is 200 miles; its greatest breadth, 169 miles; mean depth, 600 feet; elevation, 274 feet; area, 20,000 square miles.

The greatest length of Lake Erie is 250 miles greatest breadth, 80 miles; mean depth 84 feet; elevation, 555 feet; area, 6,000 square miles.

The greatest length of Lake Ontario is 180 miles; its greatest breadth, 65 miles; mean depth, 500 feet; elevation, 261 feet; area, 6,000 square miles.

The length of all five is 1,268 miles, covering an area upward of 135,000 square miles.

THE LIGHTHOUSES.

Written for the Marine Record.

FRANKFORT, MICH., March 9.

Steadfast, serene, immovable, the same
Year after year, through all the silent night
Burns on forevermore that quenchless flame,
Shines on that inextinguishable light!

—*Longfellow.*

The tempest tossed seaman, who has been out in the angry gale, is made glad by the lookout's shout, "Light!" and ere long all can see the bright rays gleaming over the waters from the faithful lighthouse, that shines for all craft that come within sight of its rays, to guide them into a safe harbor, steadfast, immovable, amid the angry heave of the storm and dash of the breakers upon the bleak beach. Unmindful of this it stands there, a true friend to the sailor.

ANCIENT LIGHTHOUSES.

At the mouth of the harbor of Alexandria, in Egypt, in the year B. C. 332, we hear of the erection of the Pharos, an ancient lighthouse, by the order of Alexander the Great. This beacon was 450 feet in height, and the light was said to be visible to the sailors in the ancient ships a distance of 100 miles.

The mouth of the harbor of the Island of Rhodes, in Greece, in the Mediterranean sea, once had the figure of a man, the god Apollo, holding aloft a torch; but I can not learn whether it was ever used as a light, or not. No doubt it was intended for one. It was an immense brazen statue, built 283 B. C., towering to a height of 105 feet. One foot of the statue rested on each end of the piers, and ships of those days sailed into the harbor between the expanded legs. Of course, the craft of those days can not be compared with the large floating palaces of to-day. This stood nearly a century, when it was destroyed by an earthquake.

In the seventh century a pious old monk, named Botholph, built at Lindissey, the land south of the Humber, a church, on the coast, in the spire of which, 300 feet high, he hung an immense lantern which was visible forty miles. The town that grew around it was first called Bot-holp, or Boat-helps; next contracted into Bot-olps ton, then Bot-oston, and lastly Boston. From this village the Rev. John Cotton emigrated to America and gave the name of Boston to the great Massachusetts Hub City.

In the fourteenth century an immense tower was built at the mouth of the Gironde, in France. It took twenty-five years to complete it, and it was called "Tour de Cordouan," and the crumbling walls can be seen to this day. It was illuminated by a wood fire built on the top, and subsequently, by a coal fire. A large reflector, made of metal, was built, but was of little use, as the smoke clouded it up.

The Eddystone lighthouse, fourteen miles from Plymouth, was built in 1757, and is a circular structure eighty-five feet high. It is 26¾ feet at its base, and fifteen feet in diameter at the top. It is built out in the sea on a mass of gneiss rock, or reef, and the water alongside is from twelve to one hundred and fifty fathoms deep. The light is visible thirteen miles. The first light erected there was in 1696, built of wood with a stone base one hundred feet high, but was soon carried away by the heavy seas. The second was ninety-two feet high, was built in 1706, and burned down in 1755, after which the present structure was built.

Montauk Point light, Long Island, was erected in 1796, built of granite, is standing on a bluff sixty feet above the beach, and is visible thirty-six miles. There is a curious circumstance connected with this light. France presented it to the United States. It lay for a long time in the custom house at New York, was sold to pay duties, and purchased by Uncle Sam.

The "Needle's" light, on the Isle of Wight, England, is built on a high elevation, being 715 feet above the ocean. Its bright light can be seen eleven leagues. In some countries the Drummond light, which arises from exposing a piece of lime to ignition in a blow pipe, consuming oxygen and hydrogen gases, which are directed upon a ball of lime from separate vessels or gasometers, through a flame arising from alcohol, is used. It was, until the introduction of electric lights, the most powerful known, and can be seen a distance of thirty miles.

At South Foreland, near Dover, England, on a bold headland, are two lighthouses having powerful electric lights.

The lighthouse at Hell Gate, near New York, is lit up by nine electric lamps, visible fifty miles.

Genoa, Italy, has the tallest lighthouse in the world, being 218 feet high. Cape Hatteras light, 189 feet, is the highest in the United States.

LAKE LIGHTS.

I give below a list of the pioneer lights, and when they were established, on the fresh water lakes:

Fort Niagara, visible 15¾ miles, was built in 1813.

Platon Point light, Richelieu Island, in the St. Lawrence river, was built in 1816.

Centre Light Ship was established in 1818. The vessel is removed at the approach of winter on account of ice.

Genessee light was built in 1822.

Galloo Island light, Lake Ontario, was built in 1820.

The light at Marblehead, Ohio, was established in 1821.

Gitraltar Point light, visible 18 miles, was built in 1820.

The lights at Big Sodus, N. Y., Fairport, Ohio, and Fort Gratiot, Mich., were established in 1825.

Buffalo light, and False Ducks light, Lake Ontario, were built in 1828.

Cleveland light was built in 1829.

Montreal light was erected in 1830.

Thunder Bay light was built in 1832.

Ogdensburg light was erected in 1834.

The light at Conneaut, Ohio, was established in 1835.

Amherstburg light, visible 18 miles, was built in 1837.

Cumberland Head light, Lake Champlain, was established in 1837.

Split Rock light, near Essex, on the west side of Lake Champlain, visible 17 miles, was established in 1838.

The light at South Manitou Island, visible 17½ miles, was built in 1839.

The first citizens' lighthouse at Kenosha, was a large oak stump about ten feet high, on the top of which was a layer of stone and gravel, and on this was kindled a fire every evening at sundown during the season of navigation. The citizens acted as keepers, changing weekly. This was in 1837. An improved light was built in 1840, costing $60. In 1852 the government built the light now in use.

The light at Point Betsy, Mich., visible 13 miles, was built in 1858.

The first light on the outer end of the Manitowoc, Wis., harbor piers was lit by Byron Burmeister in 1868. It consisted of two posts twenty feet high, to the top of which was hoisted a red vessel lantern. The writer attended the light in 1869 and 1870. This light was kept by Captain Wm. Burmeister, at his own expense until 1870, when the city of Manitowoc took charge. In 1873 the government built a 29 foot pierhead light of the sixth order lens, visible 12 miles.

Frankfort pier light is a fixed red, visible 11¾ miles, was erected in 1873, and is a sixth order of lens.

Yours respectfully,

CHARLES BURMEISTER.

TOO SHARP FOR THE COMMITTEE.

Congressman Guenther of Wisconsin labored all the session with the river and harbor committee to secure an appropriation as large as possible for the Fox and Wisconsin river improvement. The committee gave him a very cold shoulder, however, and would not consent to allow him a dollar. He secured $75,000 by one of the sharpest legislative tricks on record. Mr. Guenther sent to the clerk's desk fifty amendments to the river and harbor bill. The first appropriated $100,000 for the Fox and Wisconsin work, the second asked for $99,000, the third $98,000, the fourth $97,000, and so on down to the last, which called for $50,000. The clerk smiled as the bundle was handed to him. A moment later he winked to Chairman Willis and the latter came over and looked at Guenther's amendments. Then he went to the Badger stateman's desk and asked what he meant by that absurd batch.

"I mean if necessary," said Mr. Guenther, to make a three minute speech on every one of them under the rules" "But,' said Mr. Willis, "that will take six weeks and will kill the whole bill."

"I'm sorry for that," said Mr. Guenther, "but I can't help it. I must do what I canfor the improvement." Mr. Willis went off and spent the night in thought, and next day stated on the floor that the committee will allow Mr. Guenther's rivers $75,000 if he would withdraw his amendments.

Morton Frewer, the English cattle king with large Montona and Wyoming herds, is at Chicago urging his new scheme of shipment from the ranches in the west to England. His first idea was to send them by the Canadian Pacific railway through Canada, but the Dominion authorities strenuously objected. His next and present plan is to ship by rail to Duluth, thence to Buffalo through the lakes, and from there by rail and steamer via New York. Cattle can be shipped from Duluth by the lake route at the rate of $3.50 per head or about two-thirds less than by way of Chicago, also avoiding shrinking and bustling inevitable to a long journey by rail.